

peak before the Civil War. Such products as peanuts, corn, hickory staves, wheat, oats, potatoes and cotton were shipped from the port's wharfs. By the 1860s, area businessmen had begun to employ Chesapeake Bay bugeyes as a general cargo vessel. The bugeye design was copied by local shipbuilders and adapted to fit the local conditions.

The disruption and destruction of the Civil War did not fail to reach Swansboro. The Confederates built a fort on Huggin's Island in 1861 to guard Bogue Inlet and the main access channel to Swansboro, but the post was burned by Federal forces in August 1862. With the Federal capture of Fort Macon, Roanoke Island and New Bern that same year, Union troops were free to raid into the Carolina hinterland. Swansboro was captured twice by Federal forces in 1862 and once again in 1864. To help feed Confederate forces, salt-making re-emerged as an important local industry. During this time, a saltworks was established on Deer Island by C. H. Barnum. This works consisted of one large copper boiler and eleven iron vats, housed in two buildings. However, in August 1862 the *Wilmington Journal* reported that a Union raid under Lt. Benjamin H. Porter had destroyed the works. By war's end, commerce through Swansboro had been crippled.

From 1865 to the early 1900s, the town's maritime activity slowly recovered. Exported products included naval stores, lumber, farm produce, hogs, beef, corn crackers, corn and fresh salted fish. These were sold to consumers in Baltimore, Philadelphia and even Great Britain. The lumber industry and commercial fishing became the nucleus of the town's economy during these years. Swansboro's shipbuilding industry never recovered after the war. This was particularly true for the construction of ocean-going sailing vessels. The nearby inlets, particularly Bogue, tended to silt up and, without dredging, reduced shipping activity. More detailed maps of the area emerged in this period. The 1876 U. S. Civil Engineer's map shows the inlet, the channel with soundings, Dudley's and "Hoggins" Islands and Swansboro with about 25 buildings.

In the 1870s and 1880s, the need for railroad and steamboat transportation was a popular topic with the farmers, fishermen and businessmen in Swansboro and along the White Oak River. They were bitterly disappointed that the railroad being built from Wilmington to New Bern crossed the river at Maysville, some five miles above where navigation on the White Oak River ended. Despite efforts, no railroad linked that part of the county with the inland areas. In 1883, the steamer *Tarboro*, built in Washington, North Carolina, was sold to a transportation company in Swansboro and put in operation on the White Oak River. A second steamer, the *Minnie B.*, was built at Stella and plied the White Oak by 1887. These steamers began a new age of transportation for the Swansboro-White Oak region. Steam and gasoline powered vessels came into use for the freight and passenger trade between Morehead City and New Bern. From 1882 to 1925, the area was serviced by at least 20 of these boats. Not all were locally constructed. The Swansboro Land and Lumber Company, Swansboro's largest mill, initiated considerable growth and prosperity that continued until the Great Depression of 1930. In 1897, this company built the steamer *Nina* in Swansboro (Still 1983).